

bread made from wheat flour, the only difference being its dark color. It is, however, not darker than the ordinary Graham bread, and is pronounced much better in flavor by the majority of those who have tried it.

The Medicine Lodge mill at once began making the flour in quantity, but could not begin to supply the demand. As the fame of the new product spread other mills began to make it, until at the present time half the mills along the Southern Kansas border and two-thirds of those in Oklahoma are turning out Kaffir flour and meal. By actual experiment in his own household, the writer has found the flour to make admirable bread and biscuits, and to do fairly well in cakes and pies, while the meal alone makes excellent corn dodgers and mush and corn bread superior to the old kind and a mixture of one-third of the flour and two-thirds meal makes cakes superior to most grades of buckwheat.

Nearly every woman in Oklahoma is experimenting with the new products, and new uses are discovered for them in the culinary line almost daily, while the farmers and stock raisers are also experimenting along their lines with increasing success and satisfaction on every side.

With the wonderful and manifold uses of this new product, with the assurance of a profitable use for every portion of it, with its sure growth, whether planted early or late, on the driest ground, with the possibility of two successful crops from the same ground, either by planting upon ground from which wheat has been harvested or planting early and cutting off the head as soon as matured, resulting in the formation of three smaller but perfect heads, with a crop that remains green until December and can be gathered at will any time throughout the fall or early winter, and with an assured yield of from forty to 100 bushels per acre, what more can the farmer want, whether in a climate wet or dry—east, west, north or south?

Kaffir corn has come to stay, and the American farmer in any part of the nation who fails to appreciate its worth and take advantage of his great opportunities, will surely find himself in the lurch in the reckoning of the years to come.—St. Louis Globe-Democrat.

The Indian Allotment System.

That part of the report of the secretary of the Interior which pertains to the allotment of lands as a solution of the Indian problem will be read with general interest. The plan has not yet proved to be much of a success, it seems. According to the present law, an Indian becomes a citizen of the United States upon receiving his allotment, and in many cases he is not prepared for what the secretary naively calls "the consequences of citizenship." That is to say,

he is not prepared to earn his living by his own labor, to obey the laws that white men have to observe, and to conduct himself generally like a human being with a right to remain in the world. "Allotments should be made long before reservations are opened," the secretary says, "and each Indian should be settled upon his homestead and become self-supporting before citizenship is conferred upon him." This may be true so far as the exercise of political rights is concerned; but it is doubtful if such a policy would have any other effect than that of indefinitely postponing the desired result. Those Indians who have acquired homesteads and citizenship in this way, we are told, "still need every dollar they receive"; and the sober fact is that they will continue this necessity just so long as they are not required to depend entirely upon their own exertions for their support.

It is useless to talk about making industries and thrifty citizens out of the Indians by trusting to their voluntary efforts in that direction, no matter what assistance and inducements may be given to them. They will not work if they can help it, and the aid which is intended to encourage them and hasten their improvement only serves to confirm them in idleness and indigence. Their pride is of the kind that scorns labor, and yet is not ashamed to accept charity and even to claim it as a right. There is but one way to secure the effective application of their physical and mental energies to the problem of self-support, and that is to force them to earn all they get. So long as they are fed and clothed and provided with the necessities of life at the expense of the Government, they will not change their ways or increase their prospects of ultimate redemption from the besetting drawbacks of their race. The task of trying to civilize them by treating them as wards and pensioners having a legitimate claim upon the Treasury for a living has been going on now for a lifetime, and is known to be a practical failure. There has been no progress worth mentioning except under compulsion. The vast sums of money appropriated for their benefit have been

virtually squandered. They remain lazy and shiftless, bloodthirsty and depraved, as they were at the beginning; and they will never be otherwise until they are given to understand that they must work or starve.—St. Louis Globe-Democrat.

Carry the News to Morrison.

The following press dispatch was recently published in the Globe-Democrat: WASHINGTON, D. C., November 30.—Delegate Thomas B. Catron, of New Mexico, had not been in Washington twenty-four hours until he had begun work on the admission of New Mexico. He has already formed a pretty close idea of the composition of the Committee on Territories, and believes he will get the bill favorably reported very soon after the holidays. New Mexico will have six delegates in the next Republican National Convention, and five of them will be for Thomas B. Reed. This well-understood fact is not likely to operate as a drag on the progress of the admission bill.

New Fast California Train.



On Oct. 29 the Santa Fe route will inaugurate new and strictly limited first-class service to southern California. The California limited will leave Chicago at 6 p. m. reaches Los Angeles in three days and San Francisco in three and one-half days. A saving of half a day's time from this station correspondingly reduced. Equipment will consist of superb new vestibule Pullman palace and compartment sleeper, chair car and dining car through to Los Angeles without change.

This will be the fastest and most luxurious service via any line to California. Another daily train will carry through palace sleeper and tourist sleeper to San Francisco and tourist sleeper to Los Angeles as at present. For full particulars inquire of H. M. STECKER, Agent.

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